

"YNGLING '89"

THE MAGAZINE FOR YNGLINGSAILORS AND THEIR
FRIENDS WORLD-WIDE.



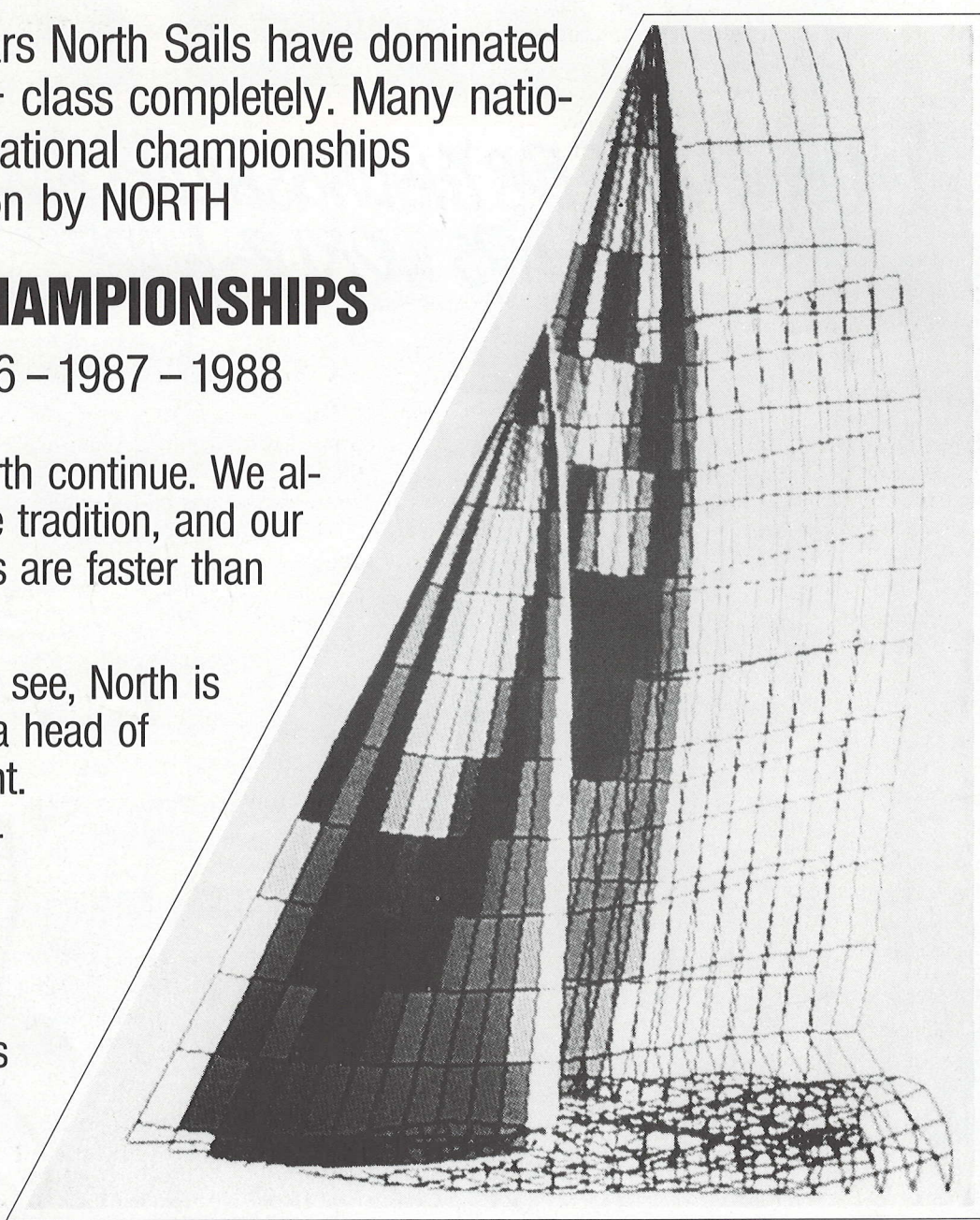
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President's Corner

My Dear Yngling-Sailor,

At the magazine's arrival, the saison has already been started with important regattas.

1989 will be a birthday — year of our Yngling — 10 years ago in Mai 1979 The Yacht become the International Status of The INTERNATIONAL YACHT RACING UNION — and after now 18 years as the idea was born, more than 2.500 YOUNGSTERS are sailing now World-wide.

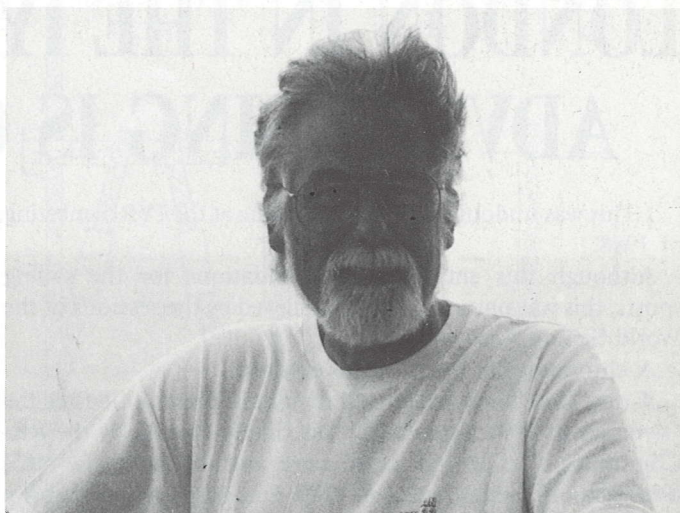
The World Championship in '88 in Rungsted/Denmark had been the 10th Event with a great success in every relationship. Our Ladies from Australia participated for the tenth Time at the events — Congratulations!

The I.Y.A. has frequent contact with the N.Y.A. around the world, however same correspondence are very arduous, but I hope that this attitude will be changed.

With regrets we have to remark, that the Yngling-class is by now expanding very slowly and we can see the problems in the few nations participating in the Worlds each year. Congratulations however for the SWEDISH for their work.

The contacts and dialogues with the I.Y.R.U. in London are very fruitful and Yngling-Class inform and is well considered. Our Class-Measurer is very busy to contact all authorities and promote our Class in the International sphere.

I.Y.A. Economy keep well as you may remark in the special report, although the sale of boatstickers and sail labels is cancel but I think that a careful budgetting and mainingful spending we have now to find a way for the promotion of our "Yngling" in all comittees with N.Y.A. and why not othen-shed.



For the moment the *new YNGLING-GUIDE '89* had been printed in spring, and published in a different manner from the previous editions with all Rules up to date and the technical informations and diagrams.

This Guide will be an essential compaign for all Yngling-Sailors.

This document will be delivered directly by your National Association.

P. Arnould-Jürsley

TIME FOR YOUR BUSINESS TO BLOSSOM.

The diagram shows a central hub-and-spoke network with Zurich as a primary hub. Other major hubs include Amsterdam, Brussels, Paris, Geneva, Frankfurt, and Munich. Smaller cities like Bern, Basel, St. Gallen, Innsbruck, Lugano, Torino, Genova, Venezia, Roma, Firenze, and Bari are also connected to the network.

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LONDON IN THE IYRU-NOVEMBER-FOG ADVERTISING IS GREAT, ISN'T IT?...

...This was undoubtedly the main issue at the IYRU-meeting of 1988.

Although this entailed new foundations for the sailing sports, this was naturally not all achieved by the sessions of the World Sailing Association.

A chronological list of achievements:

A new Rule book which will remain in force until after the Olympics of 1992 (Barcelona) was finally created by the RR-Committee after several years' work and will be at the NA's disposal until the beginning of 1989. One new item is the above mentioned IYR-Rule 26 (advertising) with appendix 14 which says that for future regattas there will be A, B and C-categories and that advertising will be permitted to different, exactly defined extents.

"Money makes the world go around". This refers also to sailing, as at the different competition categories, from the IYRU and the NA, the organiser and the class-organisation to the professional sailor, advertising — as everybody believes — brings the big money. It will turn out how this can be achieved.

The IYA suggested as a provision the new class rule 4.4 (advertising) which was confirmed by the IYRU, although at the time of the negotiations of the Keelboat Committee the issue of the IYRR 26 including appendix 14 did not yet exist. If it is sufficient in the manner we intended it, it has to be discussed at the approaching IYA - General Assembly in TØNSBERG/N.

The already mentioned Keelboat Committee has by the way for the first time permitted a SWING TEST which is generally just usual for Dinghies. The INTERNATIONAL DRAGON CLASS will therefore in the future also check dynamically the mass-concentration of the hull.

Advertising will of course — as it is believed — sell better, if sailing is done in a **different** way from the conventional one. According to this fact there will be also regulations and judges for Match Races. Until now we were not able to attract masses of watchers at olympic races taking place far away from the coast.

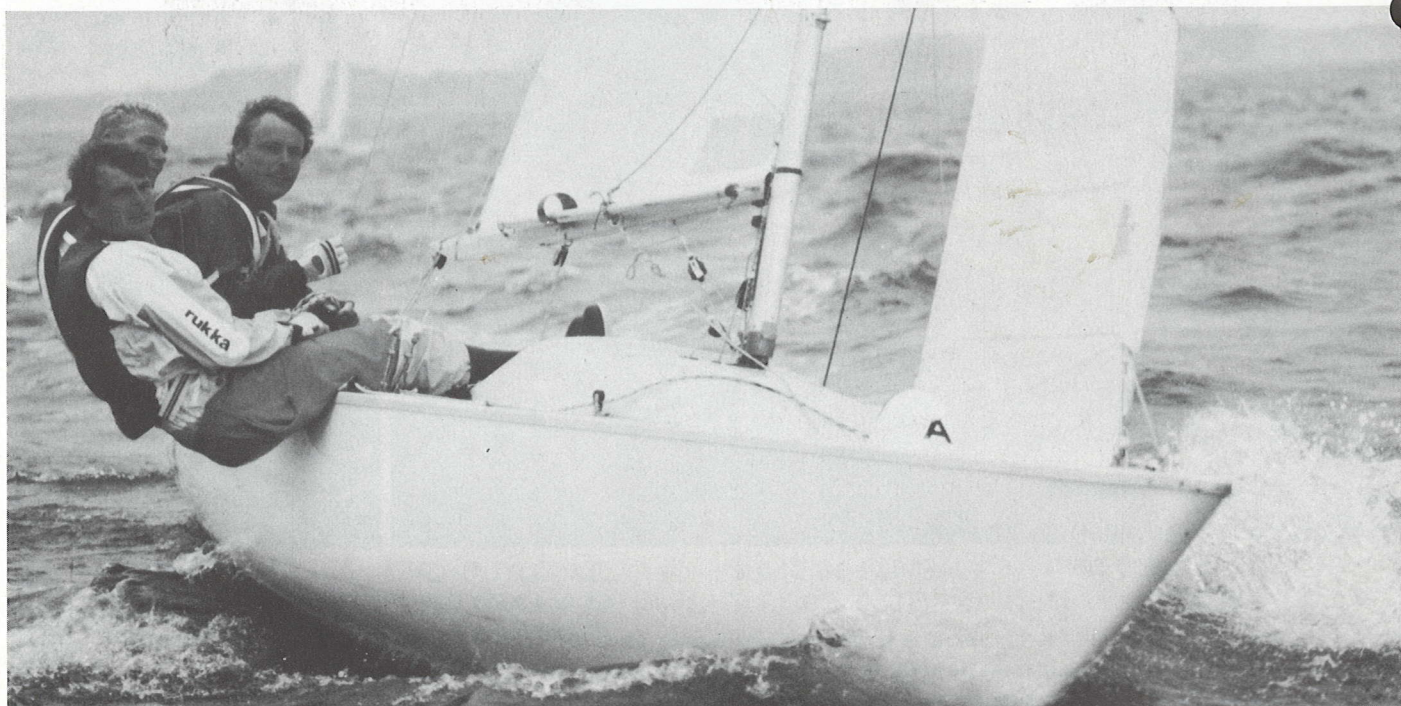
The IYRR 54 (means propulsion) and the IYRR 75 (gross rule infringements) were also revised in order to have the possibility of punishing future regulation-breakers in a more effective and frauders in a juster way than so far.

The course of the discussions over the IYRU-politics concerning future olympic classes was extremely thrilling. As a matter of fact the ladies will sail in EUROPE's and not in LASER's at the olympics of 1992 in Barcelona. Well, then into the new class!

Not as the last ones the MEASURERS contributed to the concert of revisions, too. Earlier as originally planned changed measuring instructions were put into operation. Due to this NA-measurers have to revise their conventional methods and knowledge a bit.

The end turned out as very nice. Almost at the end of the conference-week the IYRU president Talberg conferred for the first time the "Dr. Peppe Croce"-award for special merits in the sailing sports created by the former IYRU president's widow. It was no other than the IYRU President of Honour, H.M. King Olav V. of Norway, who received in an obviously moved manner the beautiful cup. For all of us watchers this was a unique, heart-warming event.

IYA Information by R. Kinsbrunner



Technical: SHROUDS

SHROUDS 2

Do You know the German proverb: "All good comes from above"? As far as we in our position as Yngling-sailors are concerned, I am sure that by this the mast cannot be meant.

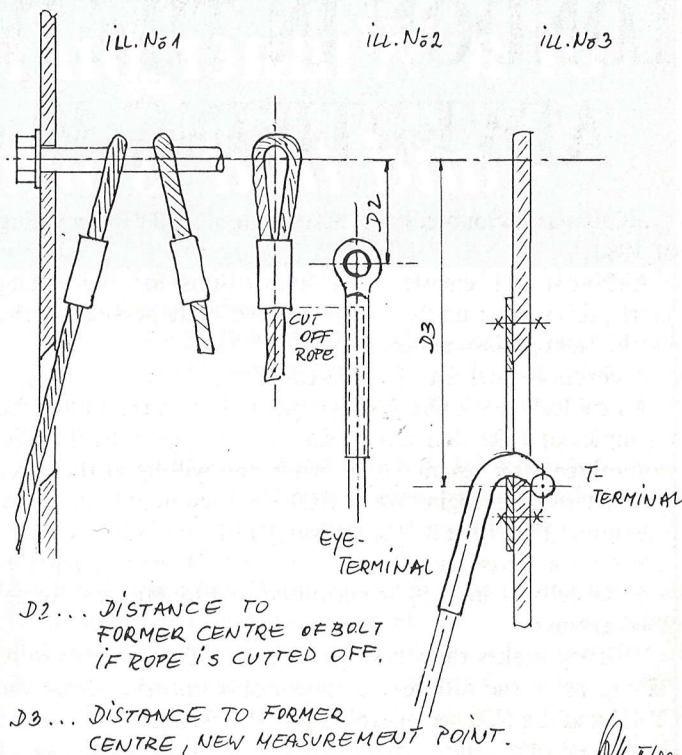
While in the latest Y-magazine the reader's attention was drawn to possible weaknesses of the chainplates, I want to mention this time symptoms of old age of the shrouds.

Some Yngling-riggs suffer from a "midlife-crisis", especially those of the brand YATAL/CH. The upper and lower shrouds go through the lateral surfaces of the mast and are fixed to bolts (illustration 1). Unfortunately they are attached without thimbles, for these would not move through the hole. In the course of time the singular wires of the 19×1 rope break more and more until the shroud suddenly loses its stability. If You do not react quickly on the water, the "good" will actually come from above.

You should check these sports in spring before rigging up. Possibilities of repairing are demonstrated in diagram 2 and 3. What You have to pay attention to is that the measuring ribbon number 1, respectively number 2, has the right distance according to the regulations of the class rules 3.5.2.9 and 3.5.2.10 (diagram 2). According to the IYRU Measurement Instruction the attachment point on the mast is the centre line of the hook and no longer the extension until the middle of the bolt, as far as the use of T-terminals with shrouds is concerned.

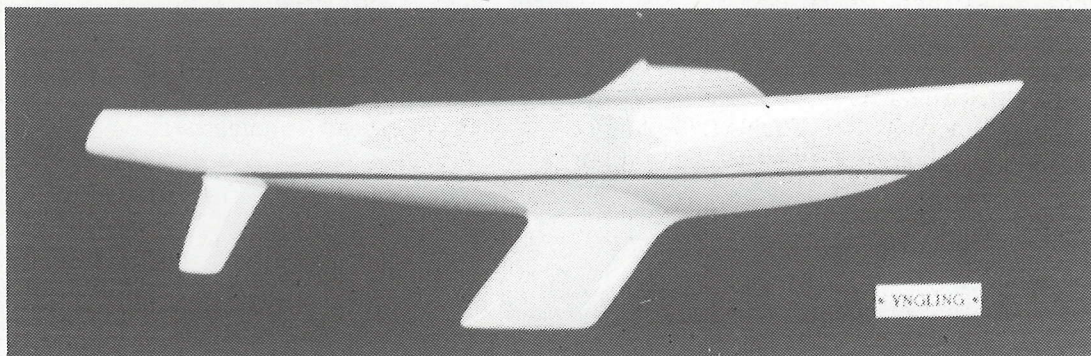
Attention, check carefully! In most of the cases it will be on the limit of fitting.

If there is an eye terminal-design according to diagram 3, even the old wires could be used again, provided that toggles are inserted in the turnbuckles.



By means of this You have again done a lot for Your Yngling.

Best regards
Ralph



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1/2 Model Yngling that you have been waiting for, you can have it on your wall at home or use it as a gift, or as an excellent trophy. Produced after Jan H. Linge's original drawings, scale 1:15. Perfect finish, mounted on a teak plate 16×50 cm. Engraved brass plate.

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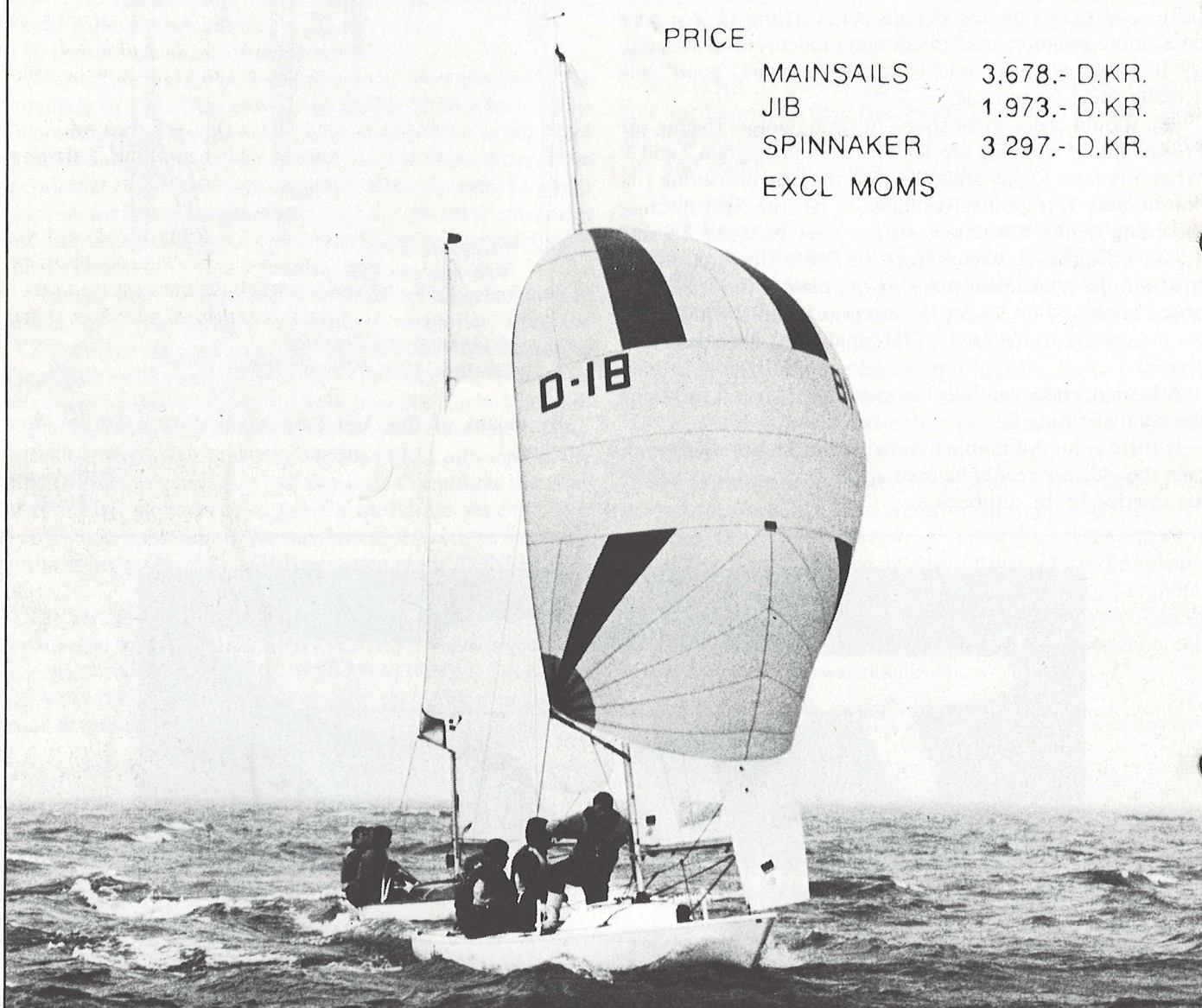
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But in Copenhagen the »BANG« is also our tiny sailloft, placed right in center of the city. We are only a few people working there, and we shall probably never get saillofts all around the rest of the world, like others do.

Instead, you see, we use our time trying to make better Yngling sails for you.

By the way - our sails did actually win the Danish Yngling Championship last year!

BANG SAILS

Bang Sails ApS.
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Australia *Greetings*

REPORT ON AUSTRALIAN CHAMPIONSHIP 27-31 DECEMBER 1988

Winds ranging from moderate to fresh to light gave the Nationals on Sydney Harbour a tremendous regatta over the 5 days 27-31 December 1988 conducted by the Royal Sydney Yacht Squadron.

Clear cut winner YNGALINGALONGALOT KA8 Nev Wittey/Marcus Burke/Trent Perry scored 5 wins, a 3rd and discarded a 4th from a tightly packed fleet of 18 boats. The KA8 team are keen to test their skills against the other nations next July at Tonsberg and head a team expected to number 5 at least.

Good starts, excellent boatspeed and picking the shifts on Sydney Harbour kept them in the lead most of the time, although MISSY KA2 Paul Melia/David Phillips/Tim Ellis scored a convincing win in Heat 2.

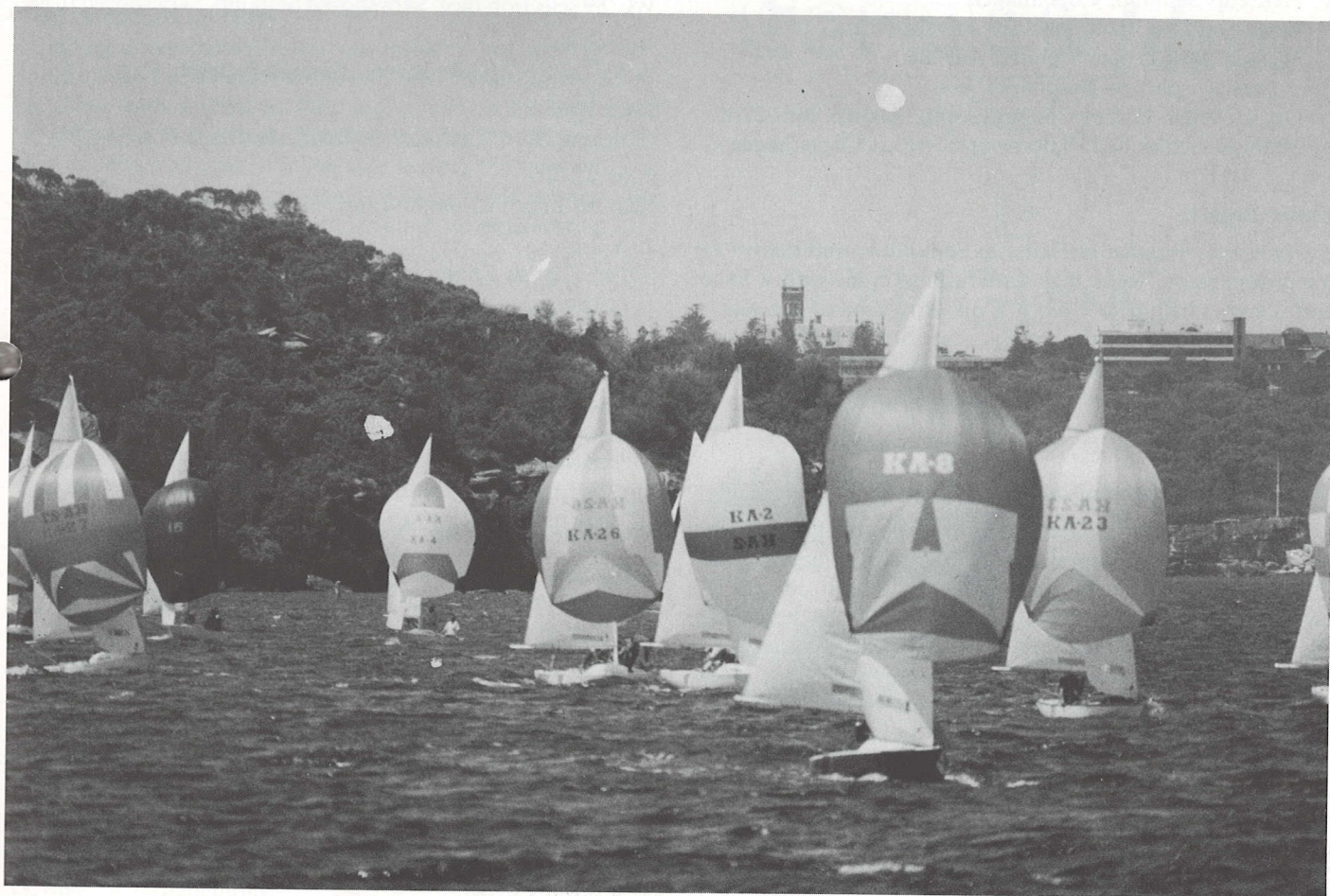
Heat 7 produced a very tight finish with newcomers to the Class, Bob Dabbs/Dennis Maguire/Wayne Tyrrell in chartered

WIRE DUCK KA16 snatching victory on the line from THE HOBBIT KA3 Chris Ingate-Marriott/Gordon Ingate/Tim Wilson who placed 3rd overall and returned to top speed after a disappointing spring season.

MERRY KA26 Bob Marshall/Mike Sexton/James Mayo placed 2nd overall with a string of 5 2nds and 2 3rds, and although quite close to KA8 at times did not hear the sound of gunfire.

Chris Harper in his brand new KOALA FIRE KA27 had good speed at times and his team are to be commended as they were literally still screwing fittings on prior to the commencement of the first heat.

Chris Harper, Nev Wittey and their team of helpers are to be congratulated on rounding up all the Ynglings in Sydney and putting teams into them to establish our best ever fleet of 20 entered, exposing the Class as a fleet of very keen racers.



Denmark News

1988 was the most active year ever for the International Yngling Class in Denmark. Because of the STATOIL YNGLING WORLD CHAMPIONSHIP, which was arranged by the Royal Danish Yacht Club and the Danish Yngling Association (Dansk Yngling Klub) in Rungsted July 1988, more than 70 Danish Yngling teams were trying to qualify to one of the 20 seats in the extended Danish WC quota.

With four Danish teams in top of the WC result, we can only ask ourselves: "Are we that good in Denmark or had we just a lot of good luck"? For the International Yngling Class sake we must hope the last, since it is not good for a class if one country is much better than the others. We will see what happens in the 1989 Worlds!

1989 Yngling Worlds

The 1989 Yngling World Championship will be held in Tønsberg, Norway, and the Danish selection races are started with two regattas in the autumn 1988, and four more regattas will be sailed in the spring 1989. It seems that the activity after the 1988 Worlds is not going down, so we expect a tough fight in the spring regattas.

Major Yngling events in Denmark in 1989

The major Yngling events in Denmark in 1989 will be:

- International Easter Regatta, March 23rd-26th
Hellerup Sejlklub, Copenhagen
- Open Danish Championship, July 2nd-5th
Marselisborg Havneforening, Aarhus
(western part of Denmark)
- Open Danish Ladies Championship, August 24th-27th
Vedbaek Sejlklub, 25 kilometre north of Copenhagen

Easter Regatta

The Easter Regatta in Hellerup Sejlklub is well known for many foreigners, while it is a traditional event with a lot of social events included. Even it is an early time of the year, it is always a good and unforgettable start of the season. Dansk Yngling Klub will of course help foreign participants with private quatering or a guest room in Hellerup Sejlklub.

Open Danish Championship

The Open Danish Championship will be arranged by Marselisborg Havneforening in Aarhus, the second largest city in Denmark situated in the middle of Jutland (east coast). The Danish Championship shall be sailed the week before the World Championship (in Norway). It is arranged so to give all from south coming foreigners (from Germany, the Netherlands, Switzerland, Austria, etc.) a good opportunity to test their form in a strong competition right before the Worlds. We do hope that many teams will join the Open Danish Championship. Aarhus is situated on E3 only 170 kilometre south of Frederikshavn from where the ferry to Larvik (Norway) is leaving. So it is right on the way!

Open Danish Ladies Championship

The Open Danish Ladies Championship in International Yngling will be held by Vedbaek Sejlklub 25 kilometre north of Copenhagen (right south of Rungsted). It is the only keel-

boat championship in Denmark for only women. This means that it is not only girls from the Yngling class, but from all classes who are participating. Dansk Yngling Klub will arrange boat loan for foreigners, if they will not be able to bring their own Yngling. We expect at least 25 women teams to this great championship and we wish all foreigners very welcome.

Entry Forms

If you are interested to participate in any of these Yngling events in Denmark, you can get entry forms from your national Yngling association or directly from Dansk Yngling Klub.

Claus Brask Thomsen / December 1988

YNGLING REGATTAS IN DENMARK 1989

March 23-26

'Int. Easter Regatta', Hellerup Sejlklub, Cph.

April 15-16

WC'89 selection race, Sejlklubben Sundet, Cph.

April 29-30

WC'89 selection race, Sundby Sejl-Forening, Cph.

May 6-7

WC'89 selection race, Helsingør Amatør Sejlklub, Helsingør

May 20-21

WC'89 selection race, Skovshoved Sejlklub, Skovshoved (Cph.)

June 3-4

'KAS OPEN', Københavns Amatør Sejlklub, Cph.

June 10-11

'Huggert Cup', Taarbaek Sejlklub, Taarbaek (Cph.) (J)

June 27-30

'Danish Junior Championship', Horsens Sejlklub, Horsens (J)

July 2-5

'Open Danish Championship', Marselisborg Havneforening, Aarhus

August 19-20

'Silver Yngling' team racing, Øresunds Sejlklub "Frem", Cph.

August 24-27

'Open Danish Ladies Championship', Vedbaek Sejlklub, Vedbaek (Cph.)

Sept. 2-3

WC'89 selection race, Øresunds Sejlklub "Frem", Cph.

Sept. 9-10

Junior team racing, Københavns Amatør Sejlklub, Cph. (J)

Sept. 16-17

'Pirate Cup', Royal Danish Yacht Club, Skovshoved (Cph.) (J)

Sept. 23-24

WC'89 selection race, Hellerup Sejlklub, Cph.

Oct. 14-15

Yngling regatta, Dragør Sejlklub, Cph.

Dec. 26

'X-mas Cup', Hellerup Sejlklub, Cph.

Notes:

Cph. = Copenhagen

(Cph.) means less than 25 kilometre from Copenhagen

(J) means that the race is only for junior-sailors, i.e. age ≤ 18

Dutch Events

LOTS OF WIND AND EVEN MORE WATER

This is a story that happened during a Dutch Championship in June on the IJsselmeer. The weather conditions were typical Dutch. Weather forecast: cloudy, spells of rain, wind... increasing, force six to seven.

On the first day everything went reasonably well. The problems started on the second day. We soon experienced that an Yngling crew has to be pretty tough. Only once in a while, to our luck, both Yngling and crew are tested in such windy weather.

Here follows the story of one of the Dutch Yngling-sailors, to give you an impression of what a crew can experience in bad weather. Due to lots of business activities on Friday, we were only able to start our first race on Saturday-morning. The day before, we had arrived, almost in the dark on Friday-evening. Some Yngling-sailors had made their camp behind the goal of the local football-club. The timing of our arrival was perfect, as we were able to take part in a barbeque right away. The next morning, after a good night's sleep we made our way to the starting line. And although the weather was not what we had hoped for, it still felt good to be back on the water again. The Yngling H-236 was manned by two ladies and one man. Due to the lack of physical strength we had difficulties to keep up with the other boats. This fact gave us however a chance to see what happened up front.

Sailing down the wind was no problem, but tacking was; and because extra weight overboard seemed absolutely necessary, our captain had to hike too. Much to her regret the weight of the lady-skipper was too much for the straps and all of a sudden she went over the side leaving the boat without rudder. Thank God nobody saw this happen and we were able to continue our race. In the meanwhile we noticed that ever more wind was bothering us, and not only us: we could just make out that at the windward buoy the H-30 went down under. We decided that we would return to the harbor right after the finish even if they would start a new race.

As our captain had become pretty tired, the jib made took over the rudder. Down in the boat it was a mess. The spinaker was afloat in knee-deep water. In fact it was about time to start pumping. But like everybody knows, an Yngling is unsinkable. Therefore we didn't worry. We let down the main sail and started to eat lunch, or what was left of it. We had to wait for professional help of the race committee.

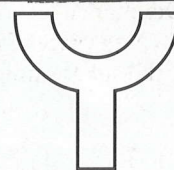
Because our boat did not prove to be as unsinkable as we thought it would be. Only part of her stayed afloat so that we were lucky to find a more or less comfortable seat on her rear end. Medemblik harbor has a professional tug, with her help and the cost of our mast we got safely at our mooring.

DUTCH EVENTS

March		
25 t/m 27	Int. Easter-egg regatta	Loosdrecht
April		
15, 16	Medemblik	Medemblik
29, 30	Pring-event	Heeg
May		
4 t/m 7	Little Westeinderweek	Aalsmeer
13 t/m 15	Whitsumtide	Hoorn

June		
10, 11	Braassem	Roelofarendsveen
17, 18	Braassem	Roelofarendsveen
17 t/m 24	Kieler Woche	
24, 25	Westeinder	Aalsmeer
July		
1, 2	Westeinder	Aalsmeer
8 t/m 15	WK Tonsberg	
15 t/m 19	Kaagweek	Warmond
August		
5 t/m 10	Sneekweek	Sneek
17 t/m 20	Open Dutch Championship	Staveren
September		
9, 10	Nordsee-event	Scheveningen
23, 24	Na-Braassem	Roelofarendsveen
October		
7, 8	Fall Regatta	Roermond
December		
2, 3	Pastry-letter regatta	Rotterdam

German Ideas



YNGLING



TREFFPUNKT

KIELER WOCHE 89

17.6. - 24.6.

View to Norway

THE WORLD CHAMPIONSHIPS 1989

This year the Yngling Worlds will take place in Tønsberg, a city in the outer part of the Oslo Fjord. The exact dates for this major event is from the 8th to the 16th of July. In our opinion, the sailing area is among the best in Norway. You are almost guaranteed winds, usually light winds early in the morning, and stronger winds in the afternoon. This is due to what we call "the sun-breeze", a wind which becomes stronger during the day because of the sun's heating of the land close to the sea.

Tønsberg Yacht Club (Seilforening) is celebrated 100 years in '88. This yacht club is very experienced with major events. Earlier the Worlds in the Europe Class and the European Championships in OK-dinghy has taken place in these waters.

Try to take some days off and visit Norway this summer, we have a lot to offer. There are good lodging facilities in the harbour at "Fjaerholmen" and in cheap youth hostels in Tønsberg. Of course there are also good, but rather expensive

hotels in Tønsberg. To a certain extent private lodging may be arranged.

As a foreign competitor you may be interested in the easiest route to Tønsberg. By car from the Continent we would prefer to drive up through Jylland in Denmark to Frederikshavn and take the Larvik Line ferry to Larvik. Larvik is a city located a few kilometers south of Tønsberg. Norwegian Yngling Association will try to get cheap ferry-tickets for foreign competitors.

Further on the Norwegian Yngling Association will make an effort to hire boats for overseas competitors. Also Austrian and Swiss teams may have this possibility. Please take contact with your national Yngling association.

Foreign competitors may contact Knut Asle on tel. +47 2 62 20 40 (office) or +47 2 27 30 07 (home) about these matters.

You may also reach me on telefax +47 2 62 31 35.



July 7th–15th at Fjaerholmen, Tønsberg

Sweden's Activity

THE SWEDISH YNGLING ASSOCIATION

During 1988 the Svenska Yngling Förbundet, in short SYF, or the Swedish Yngling Association was reborn. It actually existed already during the latter part of the 1970s, but was not successful enough to survive the competition from a similar Swedish yacht. Since then the Yngling has become an International Class and serviced by the IYRU. It is therefore a necessity that the Yngling Class gets a national association in Sweden.

The new SYF has applied to become a member of the Svenska Seglarförbundet or the Swedish Sailing Association. Thereby SYF will be duly recognised and the Yngling Class is accepted to arrange championships in Sweden.

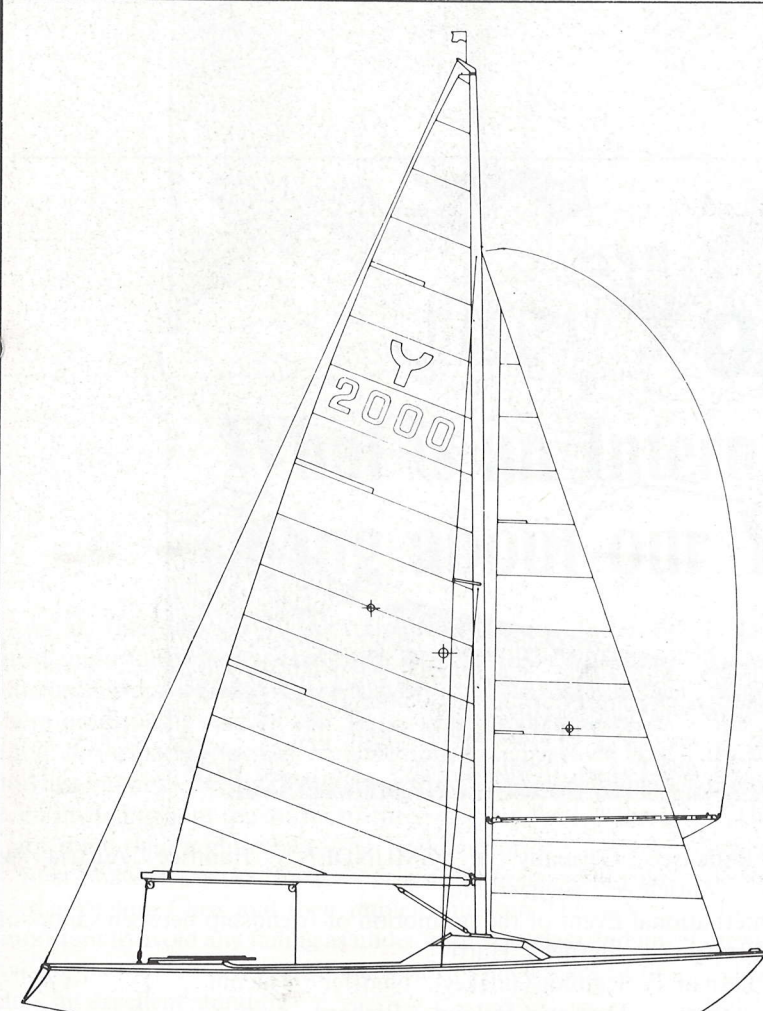
According to national rules, National or International Class Regattas must be held for at least two consecutive years

before a Swedish Championship is allowed to be arranged. During such Class Regattas a minimum of 20 yachts must compete.

In order to expand the Yngling in Sweden an International Regatta will be held already during 1989. We therefore want to extend a cordial invitation to all Yngling sailors in neighbouring countries to compete in Landskrona next May. It is our hope that this event shall be successful and that many foreign crews from the northern part of Europe shall take the opportunity to check their standards before meeting in Kieler Woche or the Worlds in Norway.

Welcome to Borstahusen from SYF.

Ingemar Strömblad



YNGLING

JAN H. LINGE & S
LINGE-DESIGN
NORWAY

LOA	6,35m
LWL	4,70m
BEAM	1,73m
DRAFT	1,05m
DISPL.	630kg
KEEL	310kg
SAIL AREA	14,0m ²

DESIGN, PRODUCTION AND SALE:
JAN H. LINGE & S
"MUNKESLETTEN"
1392 VETTRE
ASKER - NORWAY
Tel: 472 901510
Fax: 472 901565

Swiss News

Climax for the saison '88 was the Class-Championship in Herrliberg at the Lake of Zürich. 34 boats took part on 5 races with 4 yachts from Austria and 4 yachts from Germany.

1. Z 363 Red Label — J. + H. Weber
2. Z 169 Luser — Signer / Krebs
3. Z 370 Sergeant Pepper — Frey / Brandenburger

Otherwise the activities on various regattas has not been as lively as expected which seems to be justified by the change-ment of boat-owners, who passed over to other Series and that the new second-hand owners don't have enough trust in com-petition. Therefore also the break in internationals participa-tions of the Swiss-boats.

The tendency of the split in many new "classes" is perspec-tible in all international and national Classes in Switzerland. But I do hope that our Class, after a short break, will get a new impetus in brevity, which is already the case concerning our fleet of the Lake of Zurich — in contrast to the lake of Thun and Geneva.

The best competitors of the Season 1988:

1. Z 413 Fantomax — Dessiex / Pilloud / Richard
2. Z 233 Jonathan — Schmidt-Ginzkey / Orth / Haenni
3. Z 416 Swift — Widmer / Schwarz

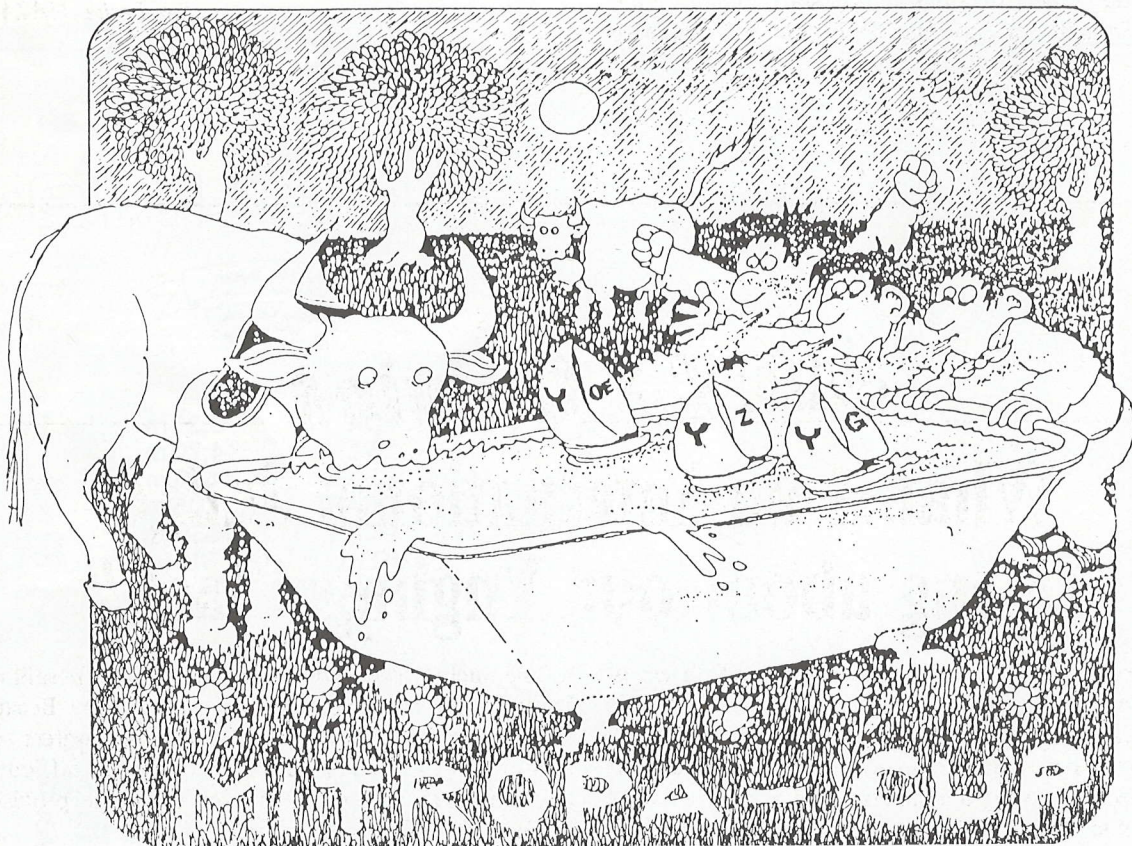
In September — from the 6th to the 10th — the Internatio-nal Swiss Championship will take place in Rapperswil/Lake of



Zurich and we hope that many of yours will find the way to Switzerland — boats can be hired!

Last but not least, we hope to see you numerous at the World Championship 1990 in Geneva. Sincerely yours.

Z 233



On the **MITROPA-CUP 1988** in:

KONSTANZ — Bodensee / Germany ★ GMUNDEN — Traunsee / Austria ★
HERRLIBERG — Zürichsee / Switzerland

it was a participation of 64 boats of 3 nations for this International Event of the promotion of friendship between sailors of these Middle-Europe Countries.

1. OE 190 Christina — Berner / Hartl
2. Z 233 Jonathan — Schmidt-Ginzkey / Nuoffer / Haenni
3. Z 416 Fantomax — Dessiex / Pilloud / Richard

with 26 boats of Switzerland, 21 from Austria and 17 from Germany.

North American Yngling Association

1461 Bay Ridge RD — Wayzata, MN 55391

These are the highlights of the year:

1. Noel Field has resigned to assume responsibility in the USYRU and his place as Secretary Treasurer has been filled by Bill Tomlinson of the Minnetonka fleet. I have announced my intention to resign in 1989, at which time Tomlinson is expected to take my place and we'll elect a new Secretary-Treasurer. Time marches on! (I have sold my Yngling, but plan to race a Minnetonka sailing school Yngling from time to time, so I'll still be an active, but less active, member of NAYA for a few more years.)
2. The Minnetonka fleet is still our largest U.S. fleet and should list 25 boats with the race committee in 1989. Several of us have donated Ynglings to our sailing school as part of a campaign to expand its program. There will probably be 7 or 8 such boats in the school next year being used for adult education and rental to the public. We hope not only to expand the interest in sailing but in the Yngling class as well. If we hold our own against the aggressive, well-financed promotions of the J-22 group, we're doing pretty well.
3. The Okoboji fleet has been steadily expanding and hopes to have 15 to 20 boats on the lake in '89. This expansion is our most successful since the Minnetonka start-up.
4. The Portland, Maine fleet has a good start and will hopefully grow from its new base at SMVTI. The Sakonnet fleet in Rhodes Island remains fairly stable, and very enthusiastic.
5. Unfortunately there has been little in the way of new boat production. Most additions to the fleets have been through acquisition of older boats. Scandia Plast recognizes its need to relocate to the Northeast, the center of one design activity in the U.S. and had hoped to make the move in '88. I'm afraid that any significant growth in Yngling activity ultimately depends on a lot more aggressive promotion than has been possible to date.
6. Our '89 North American Championship will be held at Lake Okoboji in Iowa, June 9-11. We would certainly welcome visitors from other fleets around the world!
7. Bill Tomlinson is working through Noel Field to explore the possibility of World regatta at Newport. No word yet, but Bill will let you know as soon as we have a feel for the potential.
8. Based on all the above, I think you should plan on about the same number of boat sticker sales to NAYA as last year, and no sail sticker purchases — we still have enough in our inventory.

Best wishes for a successful 1989!

Jim Leslie, NAYA President

Jury's Opinion

What is an International Judge saying about our Yngling Class?

As an International Judge I frequently joined Juries of most important international races like World or European Championships of International even Olympic Classes. On these occasions I received of course very good impressions about the respective class, its organization, its represented boat and last but not least the crews sailing these boats. Since I have been invited to join the Juries of three of your WCs, I think I got more than a glimpse into the Yngling World.

First I have to say that I was surprised of the stringent rules of the Yngling Class and their implementation. This is very important to avoid any failing as under inside the class and impairing the obvious very good team spirit which gives to the class an excellent standing.

The yacht whose good and bad points in sailing I don't know but she looks very attractive in the shape. Because of her design she is favoured for use in seaboard waters and, in my opinion, this is the reason that the class has difficulties to attract sailors from Germany's lakes; or is it the provision to sail the boat with a three man crew?

The team spirit of all crews irrespective where they are coming from I found especially remarkable. Everybody is sailing because sailing is fun to him without sourness of temper. The effect of this kind of sailing is very welcome by the juries: the crews are sailing amazingly correct and cause only few hearings.

I hope for the Yngling Class that its good standing continues for many years.

Gerhard Schröder



World Champion 1988

of

International Yngling Class

D-136 «Holger»

M.H. Andersen

C. Pedersen

C. Loppenthin

RUNGSTED

25 km to the north from Copenhagen — with its fantastic harbour and site, was the venue of the '88 World-Championship of equal forces of all boats.

The best crews were the Danish boats, the D 136 — Holger — with M.H. Andersen before D 132 — S.P. Mohr and the D 137 — S. Pehrson ... winner of '87.

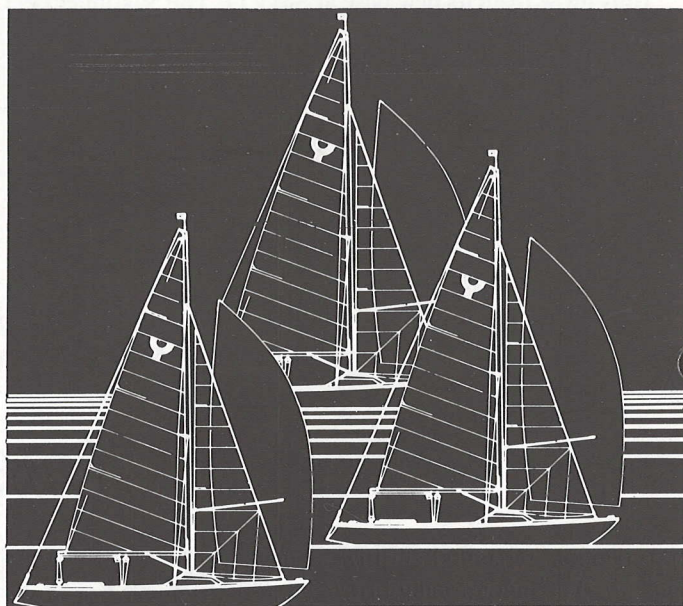
Congratulations!

58 boats of 8 nations: D / 21 — G / 3 — H / 14 — KA / 2 — N / 11 — S / 4 — US / 1 — Z / 2 participated.

In 7 races with different conditions, the local teams were advantaged, specially by the "currents". Or whole, it was a FAIR sailing with a very good organisation.

The only shadow on this events was the last race — when the start was given before all boats could have reach the starting-line. What a pity!

Thanks to the Host Club — the K.D.Y. — for the friendly reception of YNGLING's.



Yngling

Design: Jan Herman Linge

Bau und Verkauf:

**YACHTWERFT
PORTIER AG
8706 MEILEN**



Tel. 01-923 02 37 / 923 22 66 Telex 875 181

J.h. Linge Story

The Yngling — a brief historical review

The Yngling was designed in 1967 by the Norwegian naval architect Jan Herman Linge. She restorables in many features the Olympic Soling class and is frequently referred to as her little sister.

The name "Yngling", which in Norwegian means "youngster", was chosen because the boat was made for the designer's son, who at that time was 15 years old.

The Yngling was intended as a one-design keel boat for juniors, as well as a suitable recruiting boat for the Soling. The philosophy behind the boat was to retain most of the characteristics of the Soling, while making it smaller, lighter and easier to handle. And, above all, to make the price much lower so as to make it available to a larger proportion of the sailing fraternity.

To enforce the one-design principle, all production moulds, etc., are delivered from one single supply source. Furthermore, the class rules were made very restrictive as regards equipment and number of sails to avoid the "hardware and sail makers' race".

The price of an Yngling has thus always been approximately half that of a Soling. As the Yngling is also a most suitable boat for day sailing, she retains a good second-hand value, actually twice that of a used Soling.

The Yngling class was adopted by the International Yacht Racing Union in 1979 and IYRU official world championships have since then been held.

There are licensed Yngling builders in Scandinavia, Central Europe, USA, Canada and Australia. A total of more than 2500 Ynglings are sailing at various places around the world.

Part of the reason for the popularity of the Yngling class, apart from the boat being hand some and fast, is probably due to her racing qualities. She is very sensitive, yet easy to handle even for juniors and female crews, and she is seaworthy, safe and comfortable for those who just want to go day sailing or cruising. With a total weight of about 650 kilogrammes, the Yngling is also suitable for being towed behind an average size family car.

The International Yngling Association, IYA, functions as the link between the various national class associations. The annual world championships attract eager sailors from all over the world. The number of entrants in these championships has varied between 50 and 70, and they come from 8-12 different countries.

As the designer of the Yngling, I am most delighted to wish all participants for the 1989 World Championship.

Jan Herman Linge



Our lady's with the present of I.Y.A. for their 10th participation at the Word Championship.

THE AUSTRIAN YNGLING TRIANGLE

An alternative device to common main sheeting with track and traveller

by Rudi Mayr, Y OE 200

The following lines shall explain the new system and indicate the advantages compared to the traditional main sheeting. Main sheeting by means of a triangle is not anything new in principle; it has been used for years on different dinghies (Laser, 505, ...). We took over the system in 1983, changed it a bit and cared for its further development. Since then we have been sailing without any problems and have gained a lot of positive knowledge through the new system.

Technical description:

Two wires (3 mm/flexible) are attached to the main block which was originally attached to the traveller, but now is hovering free. The wires lead through two blocks either to starboard or to port. These blocks are screwed to deck around the end points of the track (underlying is important). Sketch 1.

Away from there the wire ropes run in the direction to two further blocks which are attached at a distance of 4 cm before the rudder shaft and are tied together. This connection constitutes an eyelet to which a block is attached. Sketch 2. The further guideway is done by means of a 4 mm kevlar rope which is divided to starboard and port by means of two blocks after the guide under the cockpit coaming (two drills under the tiller). After a last diverting into the direction of the stem the sheeting of the conventional system is applied. Sketch 3.

Advantages of the new system:

At light wind up to about two beauforts the boom head is kept almost at midship. The wire triangle is slacked off enough and the main sheet is hauled tight enough that the two main blocks touch each other (block to block position). The changing of the main leech is reached by the triangle sheet (open - shut). Sketch 4. The necessary wind-

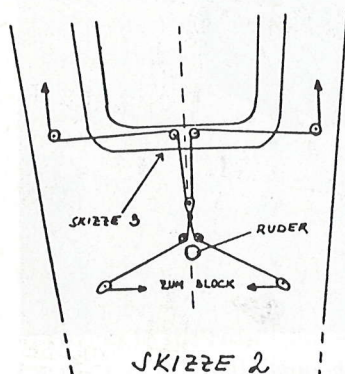
ward hauling of the traveller at tacking caused by the old control system can be omitted, for the boom head stands in the middle anyway. Since the changing of the traveller impaired the putting about to a considerable extent, this can be reached without any problems now.

2. Starting at about two beauforts up to the windspeed at which the boat can still be sailed in an upright position by means of a tight mainsail the triangle is tensioned to such an extent that the control of the mainsail by the main sheet can be achieved (no block to block position). An optimal position of the boom head is reached at about 10 cm leeward from the midship line. Sketch 5.
3. In case of an increase of the windspeed or of squally winds the triangle sheeting is again tensioned in order to make the wire triangle more flat.

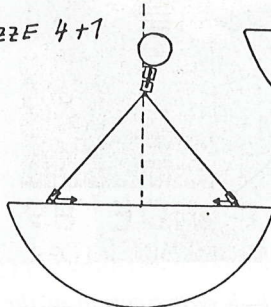
The top of the triangle including the main block should be about 15 to 20 cm above deck. The boom head moves leeward caused by the wind power (about 15 cm leeward from the center line). Concerning this, it is highly important to make sure that the kicking strap is tensioned. Since now the load can be taken away by veering away the triangle sheet from the mainsail in case of squalls or strong wind, this need not any longer be attempted by veering up or a corresponding controlling of the main sheet. Concerning this the main boom must not rise too much. Sketch 6.

I cannot find any disadvantage in comparison with the conventional system — it is merely necessary to revise one's attitude because the mainsail control can only be achieved by triangle sheeting at light wind and only by controlling the main sheet in case of strong or squally wind.

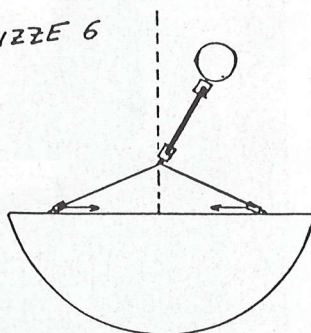
TRIANGLE 3



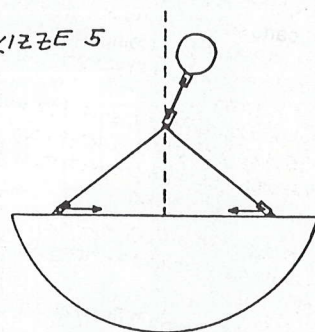
SKIZZE 4+1



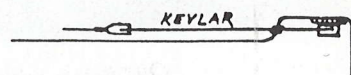
SKIZZE 6



SKIZZE 5



SKIZZE 3



Class Measurer's Report

MEASURER'S CORNER

There was unfortunately no traditional Yngling-Magazine last year. I therefore like to let you know at first the changes of the Y-class-Rules from IYRU-Meeting 1987.

1. AMENDMENTS 1987 (valid since 3/87)
RULES 3.2.15 - 3.2.16 - 3.3.6 - 3.7.3 - 3.8.6
2. AMENDMENTS 1988 (valid since 3/88)
RULES 4.4 ... 4.4.1

The most important for our class in this context had been the agreement (a rather tough struggle) of the Yngling for the dispense of the Portier-Keels. I feel very glad about this decision, because by that we spared a lot of troubles by national and international regattas, without limiting the principle of our "One-Design-Class".

Who therefore as owner of a Portier-Yngling, did not change the original FORM of the KEEL, gets dispense. Questions concerning the matter might be answered by your own N.Y.A.

In which way the change of Rule IYRR 26 and Appendix 14 (Advertising) will have an effect on our class, can not be seen so far. During the last IYRU-Meeting in November '88 we applied with precaution and obtained the upper mentioned Rule 4.4.1.

By that the I.Y.A. or the N.Y.A. has determining influence on advertising-agreement.

From my point of view there are no critical problems for the moment for our class, concerning the necessity of Rule-Changes. A slight adoption to the new IYRU Sail-Measurement seems to be reasonable for November 1989. (The principle of our sails will not change by this application.)

Possible wishes and suggestions for the next IYA-Meeting might be announced by your National-Y.A. The delegate for the General-Meeting '89 in Tønsberg is able to express them and bring them to vote.

With best wishes for a good sail-season

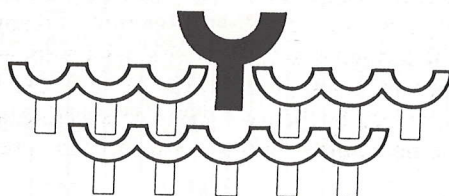
Ralph Kuisgum

shall have the following dimensions:
92mm \pm 3mm including the groove
for the luff rope
64mm \pm 3mm

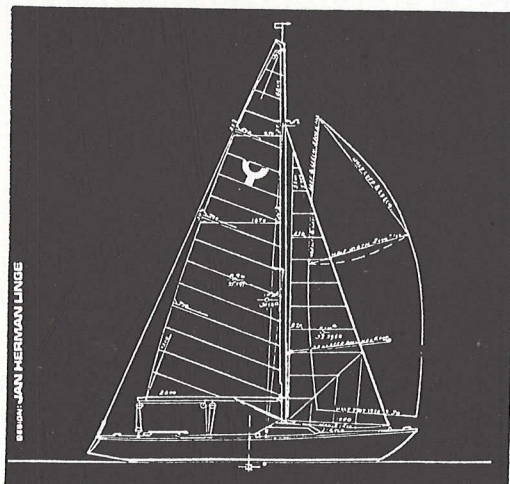
due to a load of 50kg applied
from measurement band no 1, shall be
5mm when the mast is supported
at measurement bands 1 and 2 and
the aft axis of the section vertical.
shall be straight and, except as
in these rules, shall be of constant

anent set, due to distortion, not
ling 40 mm between the upper and lower
measurement bands shall be permitted.
ast shall be tapered from a point a
um of 4500mm above the upper edge of
measurement band no 1 to measurements of
n \pm 4mm fore and aft including the luff
ve and to 55mm \pm 3mm athwartships at
surement band no 3.
surement bands, not less than 10mm v
h shall be clearly discernible while racing
ll be painted or otherwise permanently
ked on the mast as follows:

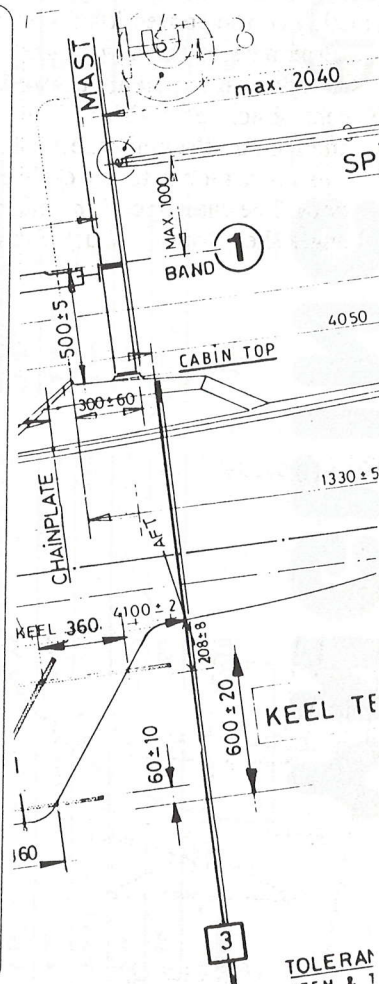
- 1 with its upper edge 500mm \pm 5mm
the cabin top - measured along aft
mast
- 2 with its lower edge 5300mm above
upper edge of band no 1
- 3 with its lower edge not more than
6800mm above the upper edge of



INTERNATIONAL YNGLING
ASSOCIATION



YNGLING - GUIDE '89
Class and Championship Rules



YNGLING

EUROPE EVENTS 1989

Mars

Avril

Mai

Juin

Juillet

Août

Septembre

1 Me	1 Lu	Fête du travail	13e semaine
2 Je	2 Ma		
3 Ven	3 Me		14e semaine
4 Sa	4 Je	Ascension	
5 Di	5 Ven		23e semaine
6 Lu	6 Sa	* ZUERICH	
7 Ma	7 Di	MITROPOL-CUP	
8 Me	8 Lu	Victoire 1945	19e semaine
9 Je	9 Ma		
10 Ven	10 Me		15e semaine
11 Sa	11 Je		
12 Di	12 Ven		
13 Lu	13 Sa		
14 Ma	14 Di	Fête des Mères	Pentecôte
15 Me	15 Lu	Lundi de Pentecôte	20e semaine
16 Je	16 Ma		
17 Ven	17 Me		16e semaine
18 Sa	18 Je		
19 Di	19 Ven		
20 Lu	20 Sa		
21 Ma	21 Di		21e semaine
22 Me	22 Lu		
23 Je	23 Ma		
24 Ven	24 Me		17e semaine
25 Sa	25 Je	ALPEN-CUP	
26 Di	26 Ven	* GMUNDEN	
27 Lu	27 Sa	OPEN SWEDISH CHAMPIONSHIP	
28 Ma	28 Di	BORSTAHNSEN	
29 Me	29 Lu		22e semaine
30 Je	30 Ma		
31 Ven	31 Me		

MIN. 4 COMPETITIONS
* 06-10-08 RAPPERSWIL / Z
* 12-16-08 ATTERSEE / DE
* 18-24-08 KIEFERWACH / DE
* 25/28-05 GUNZEN / D
* 21/22-04 ZUERICH / D
* 11-10-04 CUP

1 Je	1 Sa	
2 Ven	2 Di	OPEN DANISH CHAMPIONSHIP AARHUS
3 Sa	3 Lu	
4 Di	4 Ma	
5 Lu	5 Me	
6 Ma	6 Je	
7 Me	7 Ven	
8 Je	8 Sa	
9 Ven	9 Di	
10 Sa	10 Lu	
11 Di	11 Ma	WORLD CHAMPIONSHIP TØNSBERG NORWAY
12 Lu	12 Me	
13 Ma	13 Je	
14 Me	14 Ven	
15 Je	15 Sa	
16 Ven	16 Di	
17 Sa	17 Lu	29e semaine
18 Di	18 Ma	
19 Lu	19 Me	
20 Ma	20 Je	
21 Me	21 Ven	
22 Je	22 Sa	
23 Ven	23 Di	
24 Sa	24 Lu	30e semaine
25 Di	25 Ma	
26 Lu	26 Me	
27 Ma	27 Je	
28 Me	28 Ven	
29 Je	29 Sa	
30 Ven	30 Di	
	31 Lu	31e semaine

1 Ma	Fête nationale suisse
2 Me	
3 Je	
4 Ven	
5 Sa	
6 Di	
7 Lu	
8 Ma	
9 Me	
10 Je	OPEN NORWEGIAN CHAMPIONSHIP FREDRIKSTAD
11 Ven	
12 Sa	
13 Di	
14 Lu	INT. AUSTRIAN CHAMPIONSHIP
15 Ma	* ATTERSEE
16 Me	
17 Je	OPEN DUTCH CHAMPIONSHIP STAVEREN
18 Ven	
19 Sa	
20 Di	
21 Lu	34e semaine
22 Ma	
23 Me	
24 Je	OPEN DANISH LADIES CHAMPIONSHIP COPENHAGEN
25 Ven	
26 Sa	
27 Di	
28 Lu	35e semaine
29 Ma	
30 Me	
31 Je	

1 Ven	
2 Sa	
3 Di	
4 Lu	36e semaine
5 Ma	
6 Me	
7 Je	CHAMPIONNAT SUISSE INTERNATIONAL * RAPPERSWIL
8 Ven	
9 Sa	
10 Di	
11 Lu	37e semaine
12 Ma	
13 Me	
14 Je	
15 Ven	
16 Sa	
17 Di	Jeune fédération
18 Lu	38e semaine
19 Ma	
20 Me	
21 Je	
22 Ven	
23 Sa	
24 Di	
25 Lu	39e semaine
26 Ma	
27 Me	
28 Je	
29 Ven	
30 Sa	

— 10-13 NORWEGIAN CHAMPIONSHIP
— 12-16 AUSTRIAN CHAMPIONSHIP
— 17-20 DUTCH CHAMPIONSHIP

— 25-28 ALPEN-CUP
— 27/27 SWEDISH CHAMPIONSHIP

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Same Address as the Designer

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